

PATRIOT

439TH MILITARY AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

VOLUME XV, NUMBER 5

MAY 1988



(USAF photo by Amn. Christine Mora)

HAIL TO THE CHIEF — President Reagan stands in the doorway of Air Force One, upon arrival at Westover AFB, April 21. Reservists and base employees and their families wave their greetings in the foreground.

President Reagan visits Westover *Springfield speech sparks Soviet response*

President Ronald Reagan arrived Apr. 21 at Westover AFB in Air Force One to address the local World Affairs Council in Springfield while Secretary of State George P. Shultz was in Moscow.

President Reagan is the fifth chief executive to fly into the 48-year-old air base. President Dwight D. Eisenhower was the first, landing at Westover in the "Columbine" in 1957 to visit the Eastern States Exposition.

President John F. Kennedy flew here in Air Force One in 1963 to attend the opening of the Robert Frost Library in Amherst, President Richard M. Nixon arrived in 1969 to attend a gathering for his daughter, Julie, then a student

at Smith College in Northampton, and President Gerald Ford landed at the base in 1975 prior to a visit to Hartford, where his limousine was involved in a fender-bender.

Brig. Gen. Frederick D. Walker and Chicopee Mayor Joseph Chessey greeted President Reagan after he waved to about 1,000 Westover workers and reservists plus their families who were standing on the windswept tarmac near Base Operations.

A 20-vehicle motorcade brought the president from the secure C-5A Galaxy parking area to Springfield's Civic Center for what was billed as "a major foreign policy address."

During his speech before about



(USAF photo by TSgt. Sandi Michon)

WELCOME — Brig. Gen. Frederick D. Walker welcomes President Reagan to Westover as Chicopee Mayor Joseph Chessey stands by.

EDITORIAL

Remembering Dougherty Lot

In the neighborhood where I grew up, there was a scraggly piece of unused real estate known as Dougherty Lot. It is covered with houses now, but 25 years ago it was surplus land — the perfect site for pick-up baseball games in the spring and summer and for the mad-cap mauling which was supposed to resemble football in the fall.

I sometimes think about Dougherty Lot around Memorial Day, because that's where I first met Whitey.

Whitey lived across the street from the lot and, like most of the other kids, he'd gravitate there after school or on weekends to play whatever sport was in season. (In the winter, when Dougherty Lot was encrusted with ice and snow, we'd often gather in Whitey's yard, shooting baskets at a rusty and rickety hoop nailed to the side of a shed.)

Whitey was a year or two older than me, and in a different grade at school. Although we weren't the closest buddies, I always admired him.

We could always count a Whitey to single to left when things counted in the late innings, or to elude a gaggle of tacklers for the needed yardage when a first down was imperative.

We were all impressed when Whitey joined the Civil Air Patrol, and we watched with a twinge of envy when he marched in the Memorial Day parade in his class A blue uniform. Later on, when he enlisted in the Marines at age 17, that fact did not go unnoticed by the gang at Dougherty Lot.

There was a war going on then in Vietnam, and we all knew that he was headed there. Whitey was a tough and gutsy kid, and he brought to the Marines the same tenacity and intensity which he displayed at the lot.

Whitey didn't make it home from Vietnam — he was 19 years old when he was killed in combat. At a time when many of us were worried about getting into college or sweating out a chemistry exam, his life ended in a far-away land in a war which few people understood.

There are thousands of places like Dougherty Lot throughout America. Fortunately, throughout our nation's history, there have also been thousands of people like Whitey.

They loved life and they played hard. But they also believed, in themselves and in their country, and through those beliefs, they found the courage to fight and die for the rest of us.

On Main Street, about a mile away from Dougherty Lot, there's a veteran's memorial which bears Whitey's name. The parade will stop there on Memorial Day, and there are plans to lay a wreath at the base of that monument.

I plan to be there, but on the way, I intend to stop by Dougherty Lot for a moment or two. Somehow, I suspect that Whitey would like that even better.

— Maj. Rick Dyer

Briefs

Suggestions pay off

Suggestions from 12 Air Force people have earned them cash awards and special recognition and saved the service nearly \$30 million.

The year's top winner was SMSgt. John C. Garrido who received the Presidential Improvement Award, the Secretary of Defense Award for Productivity Excellence and the Air Force Honorary Award for outstanding achievement.

The other 11 winners received Air Force Chief of Staff awards. All winners received cash awards of at least \$10,000.

IRR muster

Westover will be the site of an Individual Ready Reserve muster June 25, according to MSgt. Sophie F. Bartosik, chief of personnel utilization.

Sergeant Bartosik will conduct a planning meeting for the muster in May. She said representatives from security police, accounting and finance, personnel and the medical clinic must attend.

Locator service

The Air Force has a locator service to help find military friends you may have lost touch with since your discharge or retirement.

All you have to do is write a letter to your friend and place it in a stamped envelope with your return address.

Place that envelope in another envelope addressed to the Air Force Locator Service, HQ AFMPC/MPCD003, NE Office Place, 9504 IH 35 North, San Antonio, TX 78233-6636.

Provide as much information as possible about your friend such as name, rank, serial number, date of birth, station assignments and your reason for wanting to contact him or her.

The service is free to active duty, Air Force Reserve, Air National Guard and retired Air Force members. The service will only notify you if your friend cannot be found.

PATRIOT

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"The editorial content is edited, prepared, and provided by the Public Affairs Office of the 439th Military Airlift Wing, Westover Air Force Base."

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Top technology coming to control tower

By TSgt. Tom Allocco

Westover air traffic controllers are receiving new radar and navigation equipment which will keep them in the forefront of high technology into the 21st century.

The base control tower will be linked by microwave transmission to the Bradley International Airport radar system, which will give controllers a picture of air traffic for 15 miles in every direction. Modernized ultra high frequency directional equipment will also upgrade the base air traffic controller's ability to pinpoint aircraft position and direction.

"The new systems are an indication

of the importance of Westover's control tower for both military and civilian air traffic in this area," said Al Suchcicki, Westover air traffic control chief.

"BRITE, TACAN and VOR systems are part of a long-planned modernization that puts the latest generation of equipment in the hands of our air traffic controllers," he said.

Westover air traffic controllers will receive the Bradley radar picture on a TV-type display screen. The microwave transmissions from Bradley to Westover are scheduled to begin in August.

"BRITE means we will be able to see everything in the air in good weather

and bad," Mr. Suchcicki said.

"The ability to pinpoint aircraft location on a screen simplifies our responsibility to advise pilots on traffic information, and keep aircraft spaced from each other," he said.

The control tower's VOR (Very High Frequency Omni-Directional Range) equipment is now being replaced with a modernized version.

"The new VOR is a highly sophisticated system which provides information on an aircraft's position. Like the older system, it is used to provide a pilot with routes to his destination. But the antenna, computer monitor, transmitters and remote control unit are state of the art, resulting in both greater reliability and easier maintenance and signal adjustment," Mr. Suchcicki said.

The updated TACAN system began operation at Westover in January. TACAN (Tactical Air Navigation) complements the VOR system, providing additional information on an aircraft's direction and location.

The C-5 is equipped to work with both TACAN and VOR directional systems.

The Westover control tower is responsible for air traffic control for a five mile radius, up to 3,000 feet, around the base. About 30 civilian aircraft are based at the Westover Metropolitan Development Corporation on the civilian portion of the field.

Emergy DC-8s, Peter Pan charter service aircraft and corporate passenger aircraft regularly land and take off from the two Westover runways.

"The six civilian air traffic controllers man Westover's control tower 16 hours a day, seven days a week," Mr. Suchcicki said. "Each week they handle about 1,000 take-offs, landings and other operations for military and civilian aircraft."

Between them, the six have almost 100 years' experience in air traffic control.

"There is no question we sit in the middle of an air traffic crossroads," Mr. Suchcicki said.

"With the high technology equipment made available to our air traffic controllers, we play an important role in air safety for all aircraft in the Westover area.



(USAF photo by TSgt. Sandi Michon)

AL SUCHCICKI — Air traffic control chief.



(USAF photo by TSgt. Sandi Michon)

IN THE PILOT'S SEAT — Marshall Thompson, 9, a Cub Scout from Hardwick, Mass. explores a C-5 cockpit under the guidance of TSgt. Bob Motley, a loadmaster with the 337th MAS. Marshall was on a base tour with Pack Three from

Hardwick. Tours of the C-5 and the base are being conducted throughout the summer by the public affairs office. Anyone interested in setting up a tour is asked to call 557-3500 or 557-2020.

Enlisted Advisory Council will be established

By AB Christine Mora

Junior enlisted members of the 439th MAW will get a chance to let their voices be heard this month when the new Enlisted Advisory Council meets during the "A" UTA.

A primary member and an alternate, E-6 or below, from each wing organization have been invited to join the council.

The first meeting was slated for 10 a.m. on May 7 in the wing conference room in Building 1100. Council meetings will be scheduled monthly.

"We hope to establish a membership composed of a cross-representation of the different ranks of enlisted personnel, said CMSgt. Alcide F. Patenaude, senior enlisted advisor. "Ideally there will be a 50/50 ratio of male to female as well."

The chief said he wants enthusiastic, hard-working people on the council.

The new enlisted council will keep younger "Patriot Wing" members informed of concerns and will offer an opportunity to express opinions or problems so solutions can be sought, Chief Patenaude said.

"Youngsters have a different way of looking at this base," Brig. Gen. Frederick D. Walker told unit commanders during the April UTA. "I'm not always comfortable that we're getting all the feedback we need and tapping all the talent available."

Chief Patenaude said there is a "pyramid" effect with information being relayed to wing members. Word is filtered down from the chiefs to the first sergeants and finally to the lower enlisted ranks. The chief expressed his concern that the "word is not getting to the troops." He wants the enlisted personnel well-represented and kept informed of all that's going on.

Air Force Regulation 35-50 states that all bases are supposed to have an Enlisted Advisory Council. "About four years ago, establishment of a council was attempted, but not well-received," according to the chief. "I think it's needed now as there are so many new changes and new airmen. Before, we had older, more established personnel and things were running smoothly." Today, the wing is growing by about a thousand new members.

General Walker said, "There is an influx of new people and new ideas because the incoming airmen — mostly prior-service first-termers — are coming in from different commands and bases, or are former members of other services. There are new troops coming in with a new set of problems. We are trying to establish an effective way to hear from them and to establish an openness so we can take care of these new needs and gather new ideas."

The wing commander said many tools are being used to enhance open communication at Westover. They include the new enlisted council, questionnaires, the *Patriot*, brainstorming sessions with a management consultant, and the recently established commander's hotline. The proliferation of personal computers in wing member's homes has also sparked the idea of an electronic bulletin board as a modem link to share information and ideas.

The 24-hour hotline, which began in January, is designed to solicit questions, criticisms or problems from wing

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337th MAS looking for flight engineers

by Airman Christine M. Mora

The 337th Military Airlift Squadron's conversion to C-5A aircraft has caused an increase in flight engineer manning.

There are 56 authorized positions and at the present time, only 35 are filled, according to SMSgt. Frederick R. Allard, flight engineer supervisor who hopes to attract previously qualified C-5 engineers. Other flight engineers with AFSC A113XOC, and eligible candidates from the maintenance career fields are also sought.

Prerequisites for new candidates are:

- Prior qualification at the five or seven skill level in the 111, 112, 114, 411, 423, 426, or 431 AF specialty codes, possession of a valid FAA Flight Engineer certificate with a jet or turboprop rating, or a valid FAA aircraft and power plant license for Suffix C.

- SSgt. or above (E-4, Sgt. with a waiver).

- General AQE score 55 minimum.

- Class III AFRES approved flight physical.

- Satisfactory completion of AFRES pre-math test.

- ETS three years for new enlistment, normal ETS is two years after TTU graduation.

Candidates will proceed to training starting with the three-day Initial Altitude Chamber Training. They will then advance to Fixed Wing Performance School which lasts eight weeks, followed by the C-5 engineer Initial Qualifications, a 13-week course. The Basic Water and Land Survival course, lasting two weeks, completes formal schooling and candidates will go to upgrade flight and ground training in



(USAF photo by TSgt. Sandi Michon)

ENGINEERING ENGINEERS — SMSgt. Fred Allard, 337th MAS flight engineer supervisor, reviews preflight procedures with SSgt. Ronald Bernier, 337th MAS flight engineer.

their unit. Normally, a progression tour of active duty is required, depending on prior qualifications.

Former C-130 flight engineers who make the transition to the C-5 will have to undergo all training except the Fixed Wing Performance School. Their tour of active duty would last nine months, according to Sergeant Allard.

The responsibilities of a flight engineer include pre-flight operation of the airplane, maintenance of systems dur-

ing flight, as well as handling emergency situations that come about, Sergeant Allard said.

After completion of training, qualified flight engineers would have to fly at least two or three times a month and would undoubtedly participate in more than one UTA a month, Sergeant Allard explained. They also must take a systems refresher course once a year and train with the C-5 simulator twice a year, he added.

Commanders will decide on members who test positive for HIV

by Patrick Wright

Air Force Reserve commanders will decide if unit members who test positive for human immunodeficiency virus (HIV) will be transferred to the Standby Reserve or retained, according to a revised Air Force policy.

The policy change affects Reserve members not on extended active duty who test positive through the AIDS testing program.

The change supports Department of

Defense policy which restricts HIV-infected military personnel from being deployed overseas and recognizes the administrative difficulties which have surfaced in attempting to shift HIV-infected individuals to nondeployable units.

"We need to weigh the ability of the 439th ABG and 439th MAW to maintain combat readiness against the personal needs of those who have been identified by AIDS testing," said Base

Commander Lt. Col. Thomas G. Hargis. "Where there is a conflict, my personal judgement will be to tip the scales toward mission needs."

The policy calls for initial screening of all reservists and completion date of HIV antibody testing by Sept. 30. Testing will be ongoing after that date, however, said officials.

The policy also denies commissioning or enlistment of individuals into the Reserve detected as HIV positive during accession physical examinations.

Spouses get BIRD'S EYE view of C-5 mission



IN STEREO — Gay Oates, wife of 439th MAW Vice Commander, Col. Ralph H. Oates, tries on a headset during spouses flights, conducted during the April UTA.

The Atlantic Ocean 11,000 feet below offered a sparkling blue panorama, but Barbara Miller's eyes were riveted on the C-5A's instrument panel.

"It's awesome," she said, gazing at the maze of switches and blinking lights in the cockpit. "Now I know

what my husband has been studying all the time."

Mrs. Miller, the wife of MSgt. Jim Miller, a 337th MAS flight engineer, was one of 34 wives who flew aboard the C-5A Galaxy April 9 during Westover's first "Spouses Day."

"I see the paycheck each month, but this helps me realize how hard he works," said Alice MacDonald, wife of Capt. Collin MacDonald of the 337th MAS.

The two and one-half hour flight, which followed a tour of the base and orientation lectures, enabled the reservist's spouses to experience firsthand what their partners do during UTA weekends and annual tours.

"I see the paycheck each month, but this helps me realize how hard he works," said Alice MacDonald, wife of Capt. Collin MacDonald of the 337th MAS.

As Mrs. Miller toured the C-5's cockpit, Capt. MacDonald, one of the mission's pilots, flew the giant aircraft.

"This type of flight enables me to see a different aspect, the other side," Mrs. MacDonald said. "Being a (military) pilot isn't all that glamorous — it's hard work!"

During the 760-mile mission (which flew over Nantucket Island and up the Maine coast before heading to upstate New York and then returning to Westover) the spouses listened to the aircraft's radio over headphones, took snapshots, and toured the cavernous plane from cockpit to cargo hold.

They also had plenty of questions for Maj. Merrill Cross, aircraft commander, and his crew.

"The C-5 is a true engineering feat," said Desiree Kinley, the wife of Lt. Col. Robert Kinley, a maintenance officer. "It's astounding that anything so large can get airborne."

Sue Joslin, the wife of Col. Whitey Joslin, 337th MAW commander, admitted to some pre-flight jitters. "I was terrified at first, but I'm surprised that this (the C-5) runs so smoothly."

Louise Pielli, whose husband, Maj. Jim Pielli, serves as a maintenance officer at Westover, drove from their Brooklyn, NY home to participate in the flight. She said that she views such opportunities as important because they enable her to learn more about her husband's career as a reservist.



FROM THE FLIGHT DECK — As Maj. Merrill N. Cross sits at the controls, Beverly Patzelt, center, wife of MSgt. Robert A. Patzelt of the 74th AES, and Christine Curley, wife of Lt. Col. Joseph A. Curley, 74th AES commander, get a tour of the C-5 flight deck. Seated in jump seat in foreground is Capt. Colin MacDonald, a 337 MAS pilot.

"I try to keep up, by reading magazines and attending events like this," Mrs. Pielli said. "The more knowledge (about the Reserve) that I can share with Jim, the better I can understand what he does."

Wing officials agree with Mrs. Pielli. "A family's understanding of the role a Reservist performs is absolutely crucial," said Brig. Gen. Frederick D. "Mike" Walker, wing commander, whose wife, Carol, flew aboard the C-5.

"If families know and support what we do here, morale and retention are aided immeasurably," he said.

General Walker added that the wing has plans to stage other spouse airlifts — open to the husband and wives of all 439th MAW reservists — on a regular basis in the future.



PRE-FLIGHT CHAT — Susan Joslin, wife of 439th MAW Director of Operations Col. Charles S. "Whitey" Joslin, speaks with Maj. Robert Martens, a 337th pilot, prior to spouses' flight takeoff.

**All photos by
Sgt. Vin Blanchard**

Wing's management consultant eases 'brainstorming'

Jonathan Spiegel scrawls on a poster board and then wheels around to respond to a comment from his audience of 439th MAW leaders.

"Hey," he says in an animated voice, "I'm not coming up with this stuff... you are!"

And the "stuff" the wing leaders are coming up with this Saturday morning in the Consolidated Open Mess is valuable for Westover's conversion to C-5A Galaxies.

Mr. Spiegel is a management consultant under contract to the 439th MAW to get things done better, smarter, and faster. His organization, Charter Oak Consulting Group of Hartford, Conn., is well-positioned in one of America's growth industries — professional management advice.

After lecturing to graduate business administration students at the University of Hartford, Mr. Spiegel became director of management development at Connecticut Mutual Life Insurance Co. and formed Charter Oak last year.

His "Change Management Project" with Westover has already produced results after seminar sessions with key leaders and a full day of problem solving sessions with unit commanders and key players at the base.

Mr. Spiegel is a beefy character with a full beard and entertaining voice who has done his mission homework. His dedication to Westover is evidenced by his demonstrated understanding of the wing's airlift mission and the associated problems at the base.

Not once during his seven-hour session in the club's ballroom did Mr. Spiegel have to ask for an acronym to be defined or a unit task explained.

"Leaders have to articulate and embody a vision," he told the assembled officers and senior NCOs of the wing. To manage change, he said, "You have to create an empowering environment for yourself and others" and "think systematically."

Mr. Spiegel used anthropomorphic terms to drive home the many changes at Westover. "As with people," he said, "organizations must grieve to move on." He cited the loss of 337th navigators and the wing's C-130Es as examples.

He discussed the fear of change and how some members lack motivation to face the challenges of providing a



Jonathan Spiegel

home for the free world's largest aircraft.

Mr. Spiegel patiently walked his students through a six-step problem solving process. Starting with a clear statement of each problem, he forced the audience to define realistic goals and then "brainstorm" and choose solutions. From these ideas, he showed how to build "action plans" and evaluate them.

Throughout the day, Mr. Spiegel offered no real world suggestions and shot down no ideas. Instead, he patiently — and very diplomatically — guided the wing leaders through the six steps.

The key step was "brainstorming," a proven technique for developing unorthodox ideas for real or potential problems.

Under Mr. Spiegel's ground rules, no idea or concept is silly or "a dumb idea." He scribbled all input down on

his poster-sized pad for posting on the ballroom walls.

"Just because it's against regulations or hasn't been tried before, doesn't make it a bad idea," he said. "Brainstorming isn't the spot for arguing about ideas, that's done automatically while choosing the best alternative. Brainstorming is the time to collect ideas — outrageous and clever — as possible solutions to a problem."

He said even a "silly idea" should be recorded during this step "because that idea may spark someone else to a valid and workable idea."

Some work-session lessons from the management seminar are expected to be implemented soon at Westover. And Mr. Spiegel is expected to become a familiar advisor to wing management.

"I've been using his system for months now, and it works," said Lt. Col. Thomas G. Hargis, base commander. "Instead of rushing to respond to problems, we have been working through the six-step methodology and we are getting excellent results."

According to Brig. Gen. Frederick D. Walker, wing commander, the management talent of Charter Oak and Mr. Spiegel is available to individual 439th units to tackle problems.

"We have such an important task before us," he said, "and we need to employ smarter management tools" to successfully grow by 1,000 members and operate 16 C-5As at Westover.

"It's like the old question, 'How do you eat an elephant? One bite at a time.' At Westover," said the general, "we want to take smarter bites."

Honor guard looking for volunteers

Westover's honor guard, which now consists of 35 Air Force reservists and Air Reserve Technicians, is looking for more volunteers.

SSgt. Thomas Roe of the 439th OMS, who has been NCOIC of the group since its inception in 1982, said anyone interested in participating should contact him at 557-3944/3023 or Sgt. Luisa Cabana, flight commander at 557-2986.

For the past six years, the honor guard has represented Westover at

community events and ceremonies. The unit has kept an ever-expanding schedule of events, one which is comparable to active duty units.

The 35-member team conducts military ceremonies including funeral details, retirements, military balls and community parades.

"The members are much more than a ceremonial team," said Sergeant Roe. "They are highly motivated and professional individuals who make up an elite team that is proud to be part of Westover."

Why we're here!



The world's first airlift

By Dr. Frank Faulkner

American military planners were slow to appreciate the value of airlift, but their sluggishness in recognizing the important strategic aspects of air transport has historical roots.

Only a century and a quarter after the successful cross-Channel invasion of England by the Normans in 1066, King Richard's military staff faced a phenomenal strategic challenge.

In 1190, his knights were contemplating operations in the Middle East. His ground troops could march across Europe, meeting new people and pillaging, but some of his vital military supplies would have to be sent by sea in nearly 250 ships.

Mulling his strategic repositioning tactics with 1988 hindsight fills one with wonder. Richard's resource managers moved tons of siege and military equipment from Devonshire to Acre in present day Israel for the Third Crusade.

* * *

The concept of massive strategic airlift took nearly four decades after the Wright brother's first flight to become institutionalized.

The top American thinkers on airpower, including Maj. Gen. Oscar Westover, were proponents of strategic bombing and the fighter support necessary for escort and the defense of forward areas.

Other nations moved rapidly in the post-World War era to develop tactical bombing and airlift, but the United States relegated the movement of low density, high value cargo to the emerging civilian airlines.

The far-flung operations of World War II changed American thinking dramatically. Aircraft ferry operations were modeled on what had been learned by the airlines; and these operations were quickly modified again to establish the techniques for the world's first real airlift — supplying China "over the Hump."

On May 29, 1941, the Air Corps Fer-

rying Command was established to move aircraft — many in support of Lend-Lease to Britain — and Westover Field was a major stop on the route to England.

By 1943, necessity in the form of Japanese closure of the Burma Road created aviation's first 24-hour-a-day strategic airlift to supply Chaing Kai Shek's government in the battle against more than a million Japanese troops.

From a 6,000-foot strip at Chabua in the upper Assam Valley of India, C-46 and C-47 pilots, along with aircrews in converted B-24 bombers known as C-87 cargo planes and C-109 tankers, flew with practically no navigation aids over the Himalayan range to Kunming, Chungking, and other fields in China.

Flying the 500-mile mission over "the Hump" were Flight Officer Service Pilots, civilian-trained — and usually older — airmen sporting a large "S" on their wings.

This initial cadre of former airline and crop-dusting pilots was not supposed to be used in combat, so the airlift concept was an ideal War Depart-

ment mission.

More than 1,000 men were killed, and more than 400 aircraft were lost to Japanese fighters and rugged flying conditions. Some pilots and aircraft were lost due to inexperience resulting from wartime pressure to make airlift work.

"Flying 'the Hump' was like playing blackjack against a professional dealer; do it long enough, and you lose," said aviation writer Don Downie, a member of the Hump Pilots Association.

Mr. Downie says the men and their fantastic operation are still memorialized today on Indian maps. After an officer termed the men "dumb bastards," the center for Assam Valley operations is still known as Dum-bastapur.

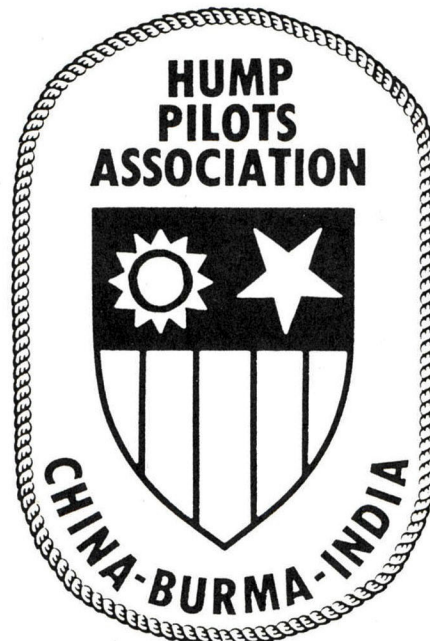
But the learning curve soared during the world's first real airlift. And the Army Air Force institutionalized airlift in the form of the Air Transport Command, which became jokingly known in the CBI Theater as "the Assam Trucking Company."

At the beginning, the ATC used a 50-mile wide corridor for two-way traffic between 18,000 and 25,000 feet. As operations expanded to an average of 650 trips a day — a take-off every 200 seconds — the airbridge was expanded to a corridor 200 miles wide.

"This was all new," wrote Lt. Gen. William H. Tunney, commander of "Hump" operations at the peak. "No other air operation — civilian or military — had ever attempted to keep its fleet in continuous operation all around the clock, in all seasons, and in all weathers."

When the massive ATC operation ended in 1945, some 237,572 cargo missions had been flown over "the Hump" to deliver more than 650,000 tons of war material.

Some 1.2 million passengers were carried, along with nearly 200,000



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Chilling Out

By MSgt. Gordon A. Newell

During his more than 25 years of military service, recently retired MSgt. Glenn Thayer saw duty in some of the world's not-so glamorous spots. Places like Izmir, Turkey, French Indo-China, Thule, Greenland and Fletcher's Ice Island.

Never heard of Fletcher's Ice Island? During the height of the Cold War, in the early 1950s, the island — known in Air Force jargon as T-3 — was one of the hottest spots in the Arctic.

Just a few months before Sergeant Thayer reported for duty on the floating ice mass, the Air Force had taken the security wraps off its super-secret base at Thule — strategically located just south of the Soviet Union's underbelly.

Westover Air Force Base had played a major role in the construction of the facility at Thule. C-54s, C-124s and

C-97s based here, flew more than 2,100 round trip missions carrying over 12,500 tons of cargo. Using C-5s, only 113 missions would be needed to carry the same amount of tonnage, according to calculations made by MSgt. John M. Missale, chief loadmaster for the 337th MAS.

Thule was the jumping off spot to Fletcher's Island, which was located less than 300 miles from the North Pole. The eight mile long, four mile wide ice mass which was also 150 feet thick, was to be used as a weather research center.

Drifting lazily at a rate of 2½ miles a day in a gentle arc around the Pole, the island moved from the Western Hemisphere to the Eastern Hemisphere, ever closer to the Soviet Union. However at all times, it remained in international waters.

Nevertheless, Soviet air crews kept

close tabs on the Americans and on at least one occasion, the group was buzzed by a twin-engine plane that was later identified as an Ilyushin 12 on a photo reconnaissance mission. "The Russians kept close watch on us," said Sergeant Thayer, who was the diesel and gasoline engine expert for the group.

Sergeant Thayer, a 27-year-old airman first class at the time, and his companions — a mix of scientists and military personnel — were manning a weather station on the island, the world's northernmost inhabited outpost.

"As I look back on that time now, I realize it was a great adventure. Something I'll never forget," he said.

At the time though, he felt differently. Conditions on the ice mass were primitive. "If we needed water to shave or take a bath with, we had to melt snow. So we didn't shave or bathe very often," he recalled.

There were other hardships as well. Every single item the group needed for survival had to be air-lifted in. Many of those re-supply flights too, originated at Westover.

"Even the food we ate was dropped in by parachute," he said. Those infrequent air drops — anxiously awaited by the tiny band — also provided one of the bleakest memories of Sergeant Thayer's stay on the ice.

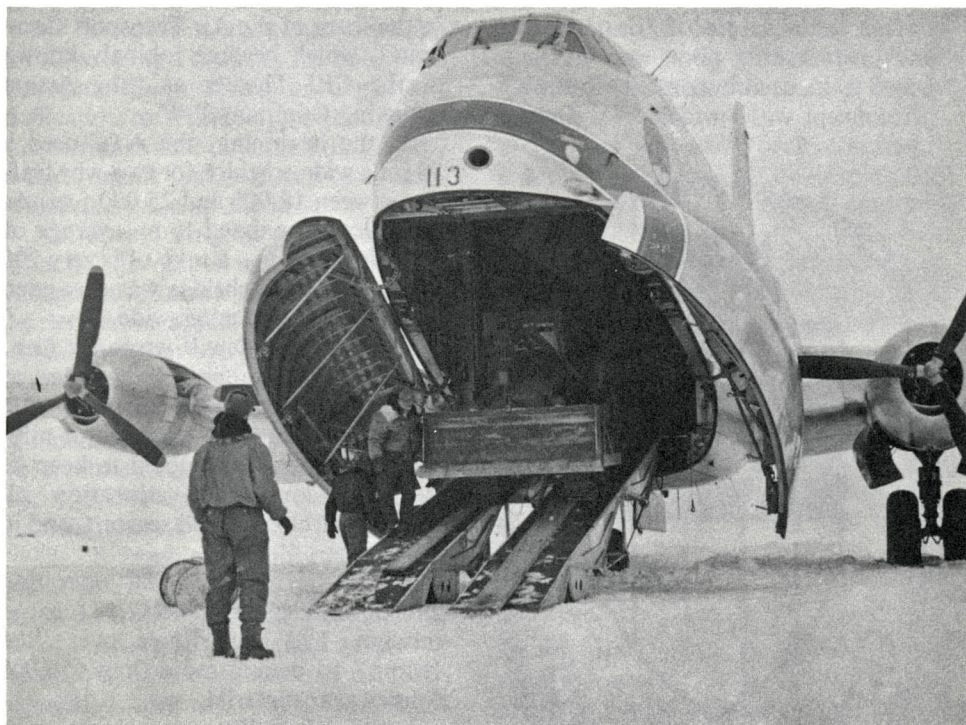
"We hadn't received any mail for a long time when we got word over the radio that the next plane in would be dropping some for us. We were all standing outside when the plane passed overhead. I remember seeing the doors open and bundles coming out."

But as the precious cargo began descending, the wind started picking up. "We stood there helplessly watching as the wind carried those chutes and our mail into the sea."

Cold, of course, was the constant companion of the group. The lowest temperature recorded at the station was 80 degrees below zero. The highest was a balmy zero. To make matters worse the island was constantly swept by Arctic winds, sometimes as high as 90-miles-per-hour.

When his four months stay on Fletcher's Island was over, Sergeant Thayer returned to the United States. But it wasn't long before his attention was drawn to the ice again, this time it was the South Pole that beckoned.

One of the scientists on Fletcher's Is-



GIFT FROM WESTOVER — A C-124 Globemaster from Westover delivered this eight-ton bulldozer to Fletcher's Ice Island, 300 miles from the North Pole. The dozer was used to clear snow drifts from the runway on the island.



ICE STATION — Recently retired MSgt. Glenn Thayer was a 27-year-old airman when this photo was taken in 1953 on Fletcher's Ice Island in the Arctic Ocean. Sergeant Thayer and his military and scientific companions spent four months on the ice mass, collecting weather information.

land was an oceanographer from Woods Hole Oceanographic Institute by the name of Dr. Albert P. Crary. "He had talked about making an expedition to the Antarctic for the National Geographic Society. And after we had been back for awhile, he contacted me and asked if I would like to go along as his diesel mechanic. I wanted to go but I had only been married for a short

Cold, of course, was the constant companion of the group. The lowest temperature recorded at the station was 80 degrees below zero. The highest was a balmy zero. To make matters worse the island was constantly swept by Arctic winds, sometimes as high as 90-miles-per-hour.

time so I decided against going."

Later he would read about the expedition in the National Geographic Magazine. "I always have wished I had been able to go on that trip," he said. "That would really have been something."

Sergeant Thayer spent a total of eight years on active duty with the Air Force and served the last 13 in the Reserve at Westover. His latest assignment was as vehicle maintenance supervisor with the 439th ABG.

In addition to retiring from the Reserve, Sergeant Thayer recently retired from his civilian job as an electrician at Tambrands in Palmer.

But he is not planning on spending his time in a rocking chair. "I'm hoping to convince my wife to retire from her teaching job soon. Then we'll probably spend our winters in the south and we'll do as much travelling as possible. It's still in my blood," he said.



MSgt. Glenn Thayer

Westover reservists take part in Patriot Pearl

By Sgt. Alan Duffy

Members of Westover's 439th Civil Engineering Squadron were among 250 Air Force reservists who took part in Patriot Pearl, an airlift and fighter exercise conducted at Roosevelt Roads Naval Station, Puerto Rico during March.

The Westover reservists provided fire protection for the exercise which called for airborne troops to be inserted by C-130 simultaneously with close air support, including live fire from fighter aircraft.

The five-member 439th team consisted of TSgt. Charles W. Walker, TSgt. Richard C. King, SSgt. Henry Lomba, SSgt. James J. Gallagher and A1C Fort M. Ruscito.

Sergeant Lomba gave the Westover team the added advantage of speaking fluent Spanish. "At first he didn't think speaking Spanish would be of much help," said Sergeant Gallagher, "but his ability proved to be quite an asset for us. The fire chief from Puerto Rico couldn't speak English so Sergeant Lomba was able to keep the communication channels open."

Patriot Pearl was designed to make maximum use of limited training time and helped reserve forces to better evaluate their ability to mobilize and work together.

The Westover contingent augmented the Puerto Rican civil engineers in fire



(USAF photo by Sgt. Vin Blanchard)

LOADING UP — SSgt. Henry C. Lomba, a firefighter with the 439th CES, backs a P-4 firefighting apparatus into a C-141 while Westover's Chief of Fire Protection Haskell Jenkins observes the loading. The equipment along with five Westover Reservists went to Puerto Rico to participate in a training exercise called Patriot Pearl.

protection as well as crash and rescue exercises. A P-4 firefighting apparatus, especially modified to be transported in a C-130, was taken to the exercise by the 439th team from Westover.

The 439th members made up a self-contained team with Sergeant King as mechanic. "Sergeant King gave our

group added depth. Thanks to his mechanical talents, we were completely self-sufficient," said Sergeant Walker.

The crew operated the P-4 on rough terrain while working under a bare base set-up in a combat scenario. "The time we spent there was invaluable training," said Sergeant Walker.

Continued from page 9

combat loaded Chinese and American troops and nearly 5,000 pack animals.

Another 4,720 patients were air evacuated to hospitals and ships in India.

Winston Churchill termed the airlift as "...astounding efforts at a vast cost." The prime minister told the House of Commons, "Certainly no more prodigious example of strength, science, and organization in the class of work has ever been seen or dreamt of."

At the mission's peak, there were 722 aircraft involved and more than 85,000 men assigned to the operation.

The 14th Air Force, now our parent unit at Dobbins AFB, Ga., was one of the prime users of the equipment, supplies and ammunition flown over the Himalayas.

In January 1945, the 14th "Flying Tigers" recorded 334 Japanese aircraft

destroyed, 48 probably destroyed, 215 damaged, and 13,500 tons of shipping sunk with another 58,900 tons damaged and probably sunk.

To support the 14th Air Force, the ATC's C-46s carried a cargo load of 8,000 pounds with full fuel or 11,500 pounds on short tanks. On a single day in January 1945, there were 500 fully loaded missions to China — a takeoff every 75 seconds.

The roots of our current strategic airlift mission at Westover are deep in the mud of the Assam Valley. Compare the brave efforts of these early pioneers with the modern capability of a single C-5A assigned to the 439th Military Airlift Wing.

You don't have to be a 337th loadmaster to pencil the mathematical comparisons between a C-5A lugging 250,000 pounds and a C-46 crammed

with only 8,000 pounds.

The answer could be published here, but one gains a greater appreciation of Westover's heritage by working the numbers on 237,572 trips over "the Hump."

Next month, the *Patriot* will explore Westover's role in the Berlin Airlift.

Continued from page 4

members. Callers can relate their concerns to the command staff by dialing 557-2155.

The caller may wish to remain anonymous, but if they leave their name and number, they will receive a direct response. Anonymous or general questions will be answered in the *Patriot* articles or referred to a specific work area indicated by the caller.

C-5 conversion brings changes to Westover map

By TSgt. Tom Allocco

Westover maps soon be outdated, as units and equipment are shifted and consolidated across the base.

The base map is being redrawn by a flurry of moves prompted both by the conversion to the C-5 and an effort to streamline operations.

Lt. Col. George Caldwell, logistics plans officer, is the Westover "moving man" coordinating plans to move a C-5 flight simulator into the Base Hangar, construct an extension of the Base Headquarters building and finding new homes for the Communications Squadron, Security Police and Base Comptroller's Office.

If that's not enough, there is also the job of rehabilitating Hangars 3, 7 and 9 to accommodate C-5 maintenance support functions.

Installation of the C-5 simulator in the Base hangar is scheduled to begin in May, with a completion date in about 18 months. That will mean eventually evicting the four reservists and three civilians of Disaster Preparedness who are now in the Base hangar.

"We're looking for a permanent home for them, but in the meantime they may have to go to a temporary location until the hangars are remodeled," Colonel Caldwell said.

"The Base Comptroller's Office has outgrown its facilities in Building 2426 and the Communications Squadron will also be moved from the former Civil Engineering buildings on Industrial Road," he said.

The base is also awaiting approval of funding to remodel Hangar 5.

Remodeling now underway in Hangars 3, 7 and 9 includes soundproofed offices with environmental controls and indirect lighting designed by Westover aircraft maintenance supervisors.

"These offices are impressive. They amount to 21st century office space in buildings out of the 1940s," Colonel Caldwell said.

Tentatively scheduled for 1989 is a proposal to build an "L" shaped wing on the Base Headquarters, Building 1850, to house the Wing Headquarters.

The 439th MAW headquarters is now located in Building 1100, which



(USAF photo by TSgt. Howard Gargarski)

DINING OUT HONOREES — Col. David L. Webber and his wife, Janet, receive awards from Brig. Gen. Frederick D. Walker at Westover's Dining Out during the April UTA. Colonel Webber, who retired after 33 years service, was honored at the affair which was attended by 253 reservists and guests.

will be demolished.

"Building 1100 was General Curtis LeMay's headquarters when Westover was 8th Air Force Headquarters in World War II. All that's holding it together is bailing wire, gum and the paint on the walls," Colonel Caldwell said.

"It's a proud old building that has outlived its usefulness," he said.

The two headquarters buildings would be located adjacent to the Civilian Personnel offices, creating a close-knit center for those doing business among the three units.

Base headquarters personnel may be moved into trailers or other temporary

quarters during construction of the addition.

"Eventually, we also hope to put the three Westover aerial port squadrons in one location. It would be more efficient to consolidate classrooms and air terminal operations," Colonel Caldwell said.

"This is the most elaborate construction program I have seen at Westover, and I've been here since 1965," he said.

"We know there will be inconveniences. Hopefully, they will be taken in stride and Westover people will continue their great job during temporary difficulties," he said.

Col. Joslin will take over as wing DO

The retirement of Col. David L. Webber has prompted some changes in the hierarchy of Westover's operations.

Col. Charles S. "Whitey" Joslin has been named deputy commander for operations, replacing Colonel Webber on the military side of the house.

Maj. Larry Mercker is the assistant DO and will fill the civilian position of wing aircraft operations, which has been vacated by Colonel Webber.

In addition, Lt. Col. Jim Gallin will take over as commander of the 337th Military Airlift Squadron, a post previously held by Col. Joslin.

June blood drive to be held in Galaxy cargo bay

The cargo compartment of a "Patriot Wing" C-5A will be configured for donor beds and staffed by Red Cross volunteers for the June 3 and 5 blood drive.

Capt. Peter H. Fowler, personnel programs officer, said the C-5A will be parked on the North Ramp near base headquarters for the two-day drive.

On June 3, donors may board the C-5A from 8 a.m. to 2 p.m. On Sunday of the "A" UTA, the Galaxy will be open from 9 a.m. to 3 p.m.

"Several lucky participants each day will receive door prizes," Captain Fowler said. "This drive is open to all civilians and reservists at Westover, base housing residents, members of tenant units, retirees and family members willing to donate."

Capt. Robert White leaving Westover

by Patrick Wright

After three years as Consolidated Base Personnel Officer at Westover, Capt. Robert N. White will be leaving for McChord AFB, Wash.

A native of Los Angeles, Captain White has served in the military for 17 years. He spent eight years on active duty as an enlisted man in the Army before entering the Air Force Reserve as an ART.

Transferring from Scott AFB, Ill., Captain White assumed his duties at Westover in 1985. The following year, under his leadership, the CBPO at Westover, was selected by the 14th Air Force as office of the year. In 1987, the office was again nominated for the award.

"Westover has been both unique and exciting during our rapid change and growth," said Captain White. "The people I've had the pleasure to work with have been fantastic. I can't think of a more qualified group of individuals to handle such an enormous task as the C-5A conversion at Westover."

Along with his administrative duties, Captain White has also begun the initial implementation of the Commander's Hotline program, which he said will be a great benefit to the 439th and the people associated.

He will be leaving for McChord at the end of this month.

The base has consistently been one of the top donor centers in New England, a surprising feat considering members of the 439th MAW are unlike active duty military and all have strong ties to their local communities.

Last month, Westover received the Red Cross Outstanding Military Sponsor award for excellent blood drive participation.

"We regret that we could only give one award because Westover certainly merited awards in several areas," said Diane Rowe, field representative for the northeast region of the American Red Cross.

The base was recognized "for consistently significant blood contributions, and specifically for the 232 pints collected during the November blood drive which supplied 18 local hospitals with valuable blood components."

Carol Corner-Dolloff and Barbara Bender, both from Westover's civilian personnel section, accepted the award at a Red Cross dinner honoring blood drive sponsors on April 7.

"We think using a C-5A for the two-day blood drive in June will enable us to continue our record," said Captain Fowler.

Base commander Lt. Col. Thomas G. Hargis said Westover's civilian personnel are encouraged to donate on June 3 and reservists on June 5, although anyone may participate either day.



Diane Rowe

earning a PAT on the back

Promotions

SMSgt. Frederick R. Allard
MSgt. Patricia A. Byrnes
MSgt. Linda E. Gould
MSgt. John L. Hoagland
MSgt. Gordon A. Newell
MSgt. James L. Pickener
MSgt. Larry J. Taylor
MSgt. Ronald E. Verrier Jr.
MSgt. Dennis M. Wallace
TSgt. Thomas N. Allocco
TSgt. Sheri A. Chouest
TSgt. Walter E. Deitz
TSgt. Karen S. Ploof
TSgt. Adolfo Villarreal Jr.
SSgt. Timothy G. Brock
SSgt. Kevin R. Brown
SSgt. James E. Fainer
SSgt. David J. Mandeville
SSgt. Rosemarie G. Matteson
SSgt. James T. Mitchell
SSgt. Peter M. O'Keefe
SSgt. Anthony J. Perras
SSgt. Sean R. Powell
SSgt. Vernon C. Terry
SSgt. Morris A. York Jr.
SrA. Frank G. Kent Jr.
SrA. Shelley L. Mayer
SrA. Tammie J. Payette
SrA. Robert E. Stec
A1C Chad A. Heasley
A1C Kimberly A. Lafleur
A1C George Louvitakis Jr.
A1C William Lucia Jr.

A1C Richard L. Ramirez
A1C Gladis E. Webb

Enlistments

SSgt. Eugene D. Bernick
SSgt. Robert Burton III
SSgt. Douglas J. Cowan
SSgt. Harold R. Foster
SSgt. Scott A. Harasty
SSgt. Mark J. Lafortune
SSgt. Mark S. Leclair
SSgt. William D. Syx
Sgt. Michael J. Holmes
Sgt. Ronald J. Moon
Sgt. James F. O'Brien Jr.
Sgt. John Lawrence Thibodeau
A1C Wayne T. Allen
A1C Scott J. Bateman
A1C Lawrence A. Connor
A1C Steven J. Foote
A1C Angel Satana
A1C Roger F. Zabinski
A1C Hugo F. Zurita
Amn Crystal Y. Hendricks
AB Martin M. Cicero
AB Darren A. Elliott
AB Paula B. Golden
AB Michael F. Thorpe

Reenlistments

CMSgt. Lindley H. Casey
SMSgt. William H. Lane

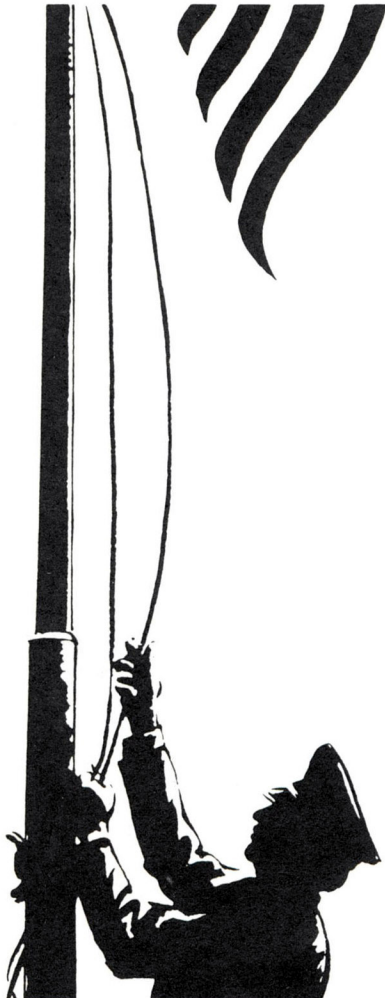
MSgt. Marilu DePaolo
MSgt. Michael Gallagher
MSgt. Joaquim M. Henriques
TSgt. William I. Boone
TSgt. Warren M. Coughlin
TSgt. John A. Dejnak Jr.
TSgt. Michael L. Goldberg
TSgt. John M. Kellar Jr.
TSgt. Harry J. Ledbury III
TSgt. Stella L. Nine
TSgt. John A. Sudol
TSgt. Dawn S. Schile
TSgt. Lawrence A. Weir
SSgt. Hadlai H. Barrows
SSgt. Michael F. Cadran
SSgt. Laurie A. Carlson
SSgt. Gregory Chin
SSgt. Warren S. Compton III
SSgt. Robert F. Flynn Jr.
SSgt. Dean J. Gonstor
SSgt. Richard W. Gross
SSgt. James D. Jerzyk
SSgt. Gilles R. Lapointe Sr.
SSgt. Ansis Markitans
SSgt. Richard T. Nii
SSgt. Andrew J. Pietras
SSgt. Anita L. Richardson
SSgt. Thomas P. Santi
SSgt. Mitchell E. Staszko
Sgt. John M. Alexander
Sgt. David E. Berube
Sgt. George B.D. Tocher
SrA. Gary W. Thomas
SrA. Mark Woods

"Patriot People"

Name: Michael A. Arminio
Rank: MSgt.
Age: 43
Address: North Attleboro, Mass.
Unit: 337th MAS
Position: Loadmaster
Civilian Occupation: Computer Technician
Favorite Food: Spaghetti
Favorite Sport: Baseball
Favorite Hobby: Amateur radio
Ideal Vacation: Hawaii
Best Way to Relax: Vacation
Preferred Entertainment: Amateur radio
Favorite Celebrity: Frank Sinatra
Favorite Music: Soft rock
Favorite Book: Captains Courageous
Favorite Color: Blue
Favorite Car: Porche
Pet Peeve: People who don't listen
Best Thing About Westover: The 337th MAS
Worst Thing About Westover: Long drive to base



MSgt. Michael A. Arminio



SrA. Richard J. Balchan 439th carpenter

Senior Airman Richard J. Balchan, 23, of 42 South Buckboard Lane, Marlborough, Conn., was killed in an automobile accident Mar. 17 in Marlborough.

Airman Balchan was an apprentice carpentry specialist assigned to the

439th Civil Engineering Squadron. He had been in the Reserve program at Westover since February 1985.

He is survived by his parents, Mr. and Mrs. Jan Balchan of Marlborough.

Milton A. Caniff, cartoonist and patriot

The Air Force lost a staunch supporter April 3 when cartoonist Milton A. Caniff, the creator of "Terry and the Pirates" and "Steve Canyon," died at age 81 in New York City.

His character, Steven Burton Canyon began his comic strip life when the Air Force was born in 1947. Steve Canyon was an ex-Army Air Corps pilot who was in the Air Force Reserve and flying for an airline. He was recalled to active duty 40 years ago and the comic strip, which gave millions of youngsters an idea of Air Force life and adventure, is scheduled to run until at

least June 1.

Mr. Caniff created the Terry Lee character in 1934 and placed him in China. Years later, when the "Flying Tigers" of the American Volunteer Group in China evolved into the 14th Air Force, Terry Lee was commissioned in the Army Air Force and the War Department actually gave the cartoon character an official serial number — 01696792 — in recognition of Mr. Caniff's wartime support.

The eulogy at Mr. Caniff's funeral was delivered by Brig. Gen. John F. Sieverson, vice commander of the 21st Air Force.

Former Prisoners of War eligible for Service Medal

Former prisoners of war may use a toll-free telephone number to learn how to apply for the Prisoner of War Medal, recently authorized by Congress.

The new POW medal will be issued at no cost to any person who was taken prisoner of war and held captive after April 5, 1917.

Fifteen years ago, Westover played a key role in "Operation Homecoming" as returnees from the "Hanoi Hilton" and the "Heartbreak Hotel Annex" returned to the base from North Vietnam.

Major Charles A. Brown Jr. of South Hadley was one of the former POWs who arrived at Westover on April 1, 1973. He serves today with the 439th Military Airlift Wing at Westover as an Air Force Reserve member.

Defense records indicate approximately 142,000 American airmen, soldiers and sailors qualify for the new medal from actions during World War I, World War II, Korea and Vietnam.

Former prisoners of war, or their next of kin, may apply for the medal by writing to the military records center of the service branch of which they were part during their imprisonment.

Application forms are available from the military services or a variety of veterans' organizations and other public service agencies. A toll-free number, 1-800-873-3768, has been established to take requests for application forms and provide information about the medal.

Requests for the medal must include basic personal information so the records center can verify the applicant's former POW status and character of service while imprisoned.

Information should include full name, service number, Social Security number, VA claim number, date and place of birth, branch of service, unit of assignment when captured, and dates of confinement and release as a POW.

A personal letter containing the necessary information will be accepted from applicants not using the official form.

To qualify, an individual must have been taken prisoner during an armed conflict — World War I, World War II, Korea and Vietnam — and must have rendered honorable service during



the period of captivity.

The medal may be awarded posthumously to the legal next of kin.

The next of kin of those who are listed as missing in action, but for whom there is not evidence of captivity as a POW, are not eligible.

The law creating the medal indicates it may be awarded to anyone who "was taken prisoner and held captive while engaged in an action against an enemy of the United States, while engaged in military operations involving conflict with an opposing foreign force, or while serving with friendly forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party."

Applicants may submit their requests through a third party, such as a veterans' organization or public official, who will agree to receive the

medal and present it to the requestor.

The front of the circular medal features a golden eagle standing with its wings outspread against a lighter gold background, ringed by barbed wire and bayonet points. Although symbolically imprisoned, the American eagle is alert to regain freedom, the hope that upholds the prisoner's spirit.

Awardees, at their own expense, may have the medal inscribed with their name. The ribbon for the medal is tri-colored with a black bar running vertically through the center, bordered by alternating vertical white, dark blue, white and red stripes.

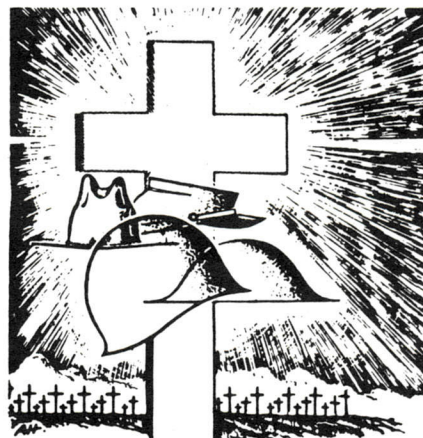
The public law establishing the POW medal specifies display immediately following decorations awarded for individual heroism, meritorious achievement, or meritorious service, and before any other service medal, campaign medal or service ribbon authorized to be displayed. As such, the POW medal will be placed ahead of the Good Conduct Medal in the order of precedence.

Written requests for issue of the medal or determination of eligibility should be addressed to:

Air Force or Army Air Corps prisoners of war — Air Force Reference Branch, National Personnel Records Center, 9700 Page Boulevard, St. Louis, MO 63132-5199.

Army prisoners of war — U.S. Army Reserve Personnel Center, ATTN: DARP-PAS-EAW, 9700 Page Boulevard, St. Louis, MO 63132-5200.

Navy, Marine Corps and Coast Guard prisoners of war — U.S. Navy Liaison Office, National Personnel Records Center, 9700 Page Boulevard, St. Louis, MO 63132-5199.



MEMORIAL DAY MAY 30



(Air Force art)

B-2 WILL DEBUT — The initial flight of the B-2 advanced technology bomber will highlight the return of the flying wing design to military aviation. The radar-evading bomber, depicted above in an artist's rendition, will make its first flight from Palmdale to nearby Edwards AFB, Calif. this fall.

B-2 bomber will make initial flight in the fall

WASHINGTON, D.C. — The Secretary of the Air Force announced April 20 that the first flight of the advanced technology bomber, the B-2, is scheduled for this fall.

On its maiden flight, the B-2 will launch from its final assembly facility at Air Force Plant 42 in Palmdale, Calif. and land at the Air Force Flight Test Center at Edwards AFB, Calif. where flight testing will be conducted.

The initial flight of the B-2 will highlight the return of the flying wing design to military aviation.

The Secretary of the Air Force, Edward Aldridge Jr., said, "The first flight of the B-2 which has enjoyed bipartisan congressional support from its inception, will represent a dramatic

leap forward in technology and the achievement of a major milestone in our nation's strategic modernization program."

The president's decision and the congressional support to develop and procure 132 B-2s with an initial operational capability in the early 1990s, following the deployment of 100 B-1s, was based on the need to redress the strategic imbalance between the United States and the Soviets.

While the acquisition of 132 B-2 bombers was originally estimated to cost \$36.6 billion (in fiscal 1981 dollars), the Air Force is reevaluating cost estimates for the program as a result of current and projected fiscal constraints. When that process is com-

pleted later this year, the Air Force will release those updated figures.

The acquisition of the B-2 ensures U.S. capability to effectively penetrate Soviet defenses well into the 21st century.

The Air Force previously announced that Whiteman AFB, Mo. would be the initial operating base for the B-2. Initial construction to support the aircraft's beddown at Whiteman AFB is scheduled to begin later this year. In addition, the selection of the Oklahoma City Air Logistics Center was announced in February as the primary depot facility for the B-2.

The first flight this fall will represent a major achievement in an aggressive and highly successful development program.

Westover Once Over

20 years ago
(Taken from the
Westover Yankee Flyer,
May 1968)

Groundbreaking ceremonies were held for the new \$500,000 base exchange, to be located at the intersection of Andersen and Austin Streets. The facility is scheduled for completion in October.

Three major commands will gain 3,500 members of the Air Force Re-

serve and Air National Guard upon notification by Secretary of Defense Clark Clifford.

The seven Reserve and three Guard units are among 24,500 men in 68 reserve components identified for active duty. Secretary Clifford stated that one-third of the men called to active duty will be deployed in Southeast Asia.

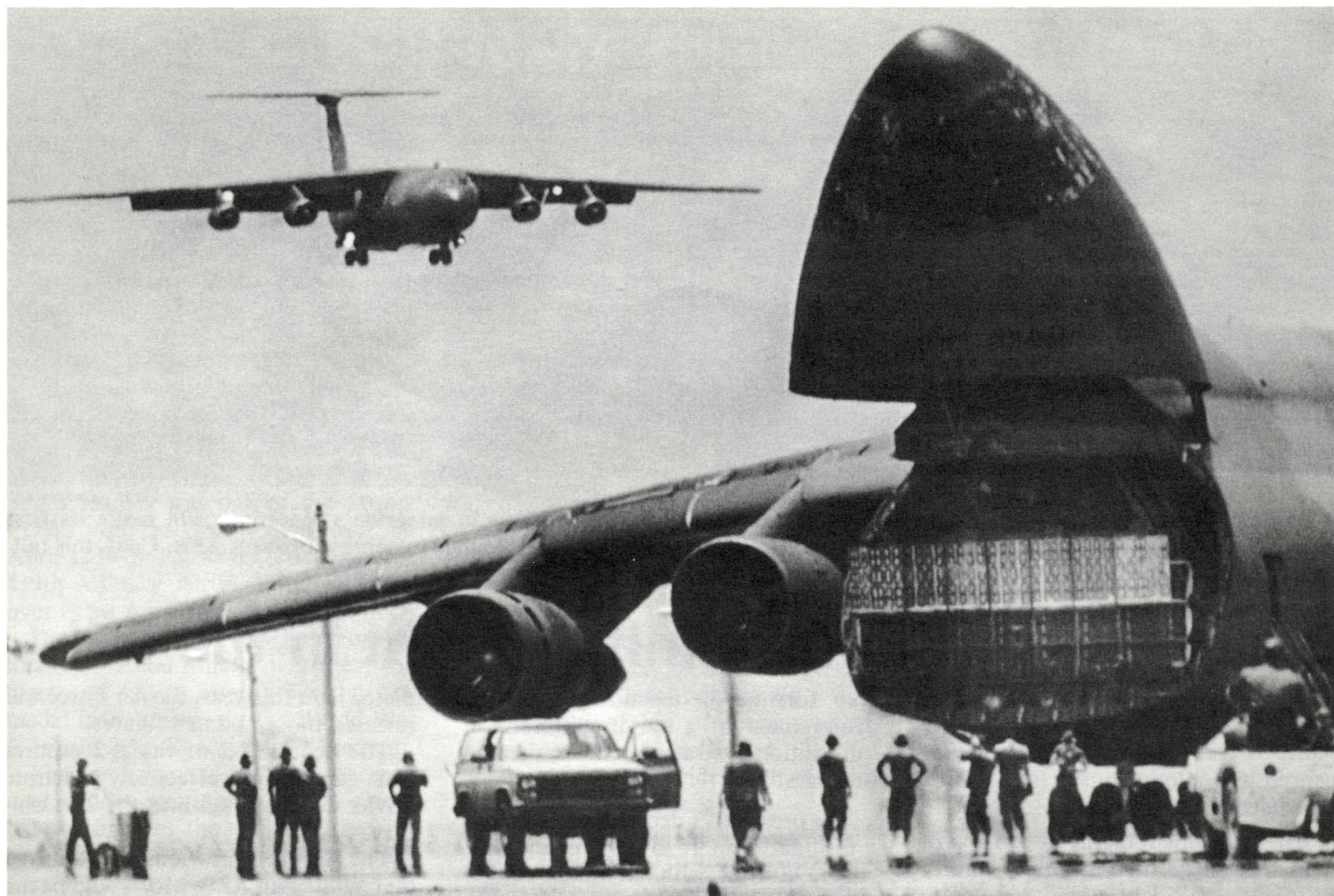
Ten years ago
(Taken from *The Patriot*
May 1978)

CMSgt. Henry Scott, first ser-

geant for the 439th Combat Support Group, was presented the Meritorious Service Award for his exemplary abilities as base first sergeant between April 1974 and January 1978, by Col. J. Frank Moore, base commander.

Five years ago
(Taken from *The Patriot*,
May 1983)

Harold Voelker, chief of security police at Westover, has been named the AFRES outstanding DoD Civilian Guard Force.



(AP LaserPhoto)

TROOPS ARRIVE IN PANAMA — An Air Force C-5 prepares to unload military police and helicopters from Fort Ord, Calif. at Howard AFB, Panama. They were part of 1,300 military personnel sent from the United States to enhance security for Americans living in Panama. They joined the 10,500 Americans already stationed there. Behind the C-5 is a C-141 Starlifter preparing to land after arriving from Fort Mead, Md.

Conversion brings Air Force advisors

by Patrick Wright

Along with any substantial transition comes numerous questions that are essential to the success of the mission. Seven men have volunteered their C-5A expertise to insure a successful conversion at Westover.

Maj. Ronald Tricca is the senior active duty officer responsible for the organization of the advisors. Major Tricca said that each of his men are experts in their chosen field, and require little if any attention. "After seven months of training, I have received very positive feedback from the advisors as well as the reservist," added the major.

MSgt. Leonard Schmidtchen, a resident of Athol, was the first advisor to arrive at Westover back in September. "They didn't even know I was coming," said Sergeant Schmidtchen. "However, the operation has turned

drastically for the better since then."

Col. H.L. Lawrence, deputy commander for maintenance, has credited the smooth conversion thus far to the efforts of the Air Force Advisors. "Maintenance is like our stomachs, when it's running good you don't even know it's there. But when it's not, you feel it," said Colonel Lawrence. "If we didn't have these advisors, we would definitely feel it."

According to TSgt. Bill Ehrhart of OMS, and an advisor himself, the conversion has changed many functions and operations for personnel assigned to the 439th MAW. "We all have a job to do and if we maintain a solid relationship with the reservists, the conversion will be that much more of a success," said Sergeant. Ehrhart.

Col. David Webber, former deputy commander for operations, added that

since the arrival of the advisors, reservists have begun training in specific situations that would be impossible to perform without the necessary guidance. "The 439th depends heavily on the active duty advisors and technical representatives, without them we would hardly survive," he said.

The four other advisors are Maj. Robert Stewart; MSgt. Jonathan Miller, a flight examiner engineer; TSgt. James Mason, a wing loadmaster; and TSgt. Wayne Collins, a reserve force unit advisor.

According to Major Tricca, his advisors are specialists and maintain a high standard of excellence that reflects both on themselves and the reservists they guide. The major also added that when the ultimate goal is complete, the reservists will surely deserve most of the credit.

Exercise in Panama creates realistic training environment

by TSgt. Sandi Michon

When TSgt. John Hart participated recently in an aeromedical evacuation exercise in Panama and Honduras, the locale provided more than a touch of realism.

"Conducting a training operation in a potentially hostile environment certainly makes it feel like the real thing," said Sergeant Hart, a ground radio maintenance technician with the 74th AES.

"It's the best exercise I've ever been on," said Sergeant Hart.

He joined the members of the 37th AES from McDill AFB, Fla. on March 17 when they deployed to Howard AFB, Panama. The 37th AES contacted 14th Air Force to help them find a ground radio maintenance person for the exercise and Sergeant Hart answered the call.

The aeromedical evacuation team

was part of the U.S. Army's Golden Pheasant exercise involving the 7th Infantry from Fort Ord, Calif., and the 82nd Airborne from Fort Bragg, N.C.

"It was interesting being in Panama with all that is going on," said Sergeant Hart. "Because of the civilian unrest we were confined to the base during the first week, and were not to be off base the second week except in civilian clothes."

After the March 27 initial deployment back to the United States, Sergeant Hart voluntarily extended to April 1 to meet additional radio maintenance needs. "We worked long hours," he said. "There was a job to be done and we did it." He also commented that the exercise showed, once again, that the Reserve and Guard forces can successfully merge with active duty forces to get the job done.

"The active duty forces were very appreciative of our help," he said.

A Glens Falls, N.Y., resident, Sergeant Hart is an electronics technician in Hudson Falls, N.Y. He is also a member of the eight-person ground radio section of the 74th AES.

"The ground radio section provides the 'umbilical cord' to the outside world in the event of mobilization," said Capt. James T. Kebba, 74th AES flight nurse and advising ground radio OIC. "We maintain readiness for worldwide duty either as a unit or in bits and pieces." He said they are often tasked to augment crews and have participated in eight exercises in the past two years.

"The section is small in numbers, but Sergeant Hart's recent participation in Panama indicates how vital their job can be," said Captain Kebba.

A1C Colby to be honored by Chamber

by Patrick Wright

A1C Kristine M. Colby has been nominated by the 439th Military Airlift Wing as honoree for the June 1988 Chicopee Chamber of Commerce "Salute to the Servicemen" breakfast.

"Due to Airman Colby's selection as Airman of the Year in 1987, the 439th found her to be deserving of the salute by the Chamber of Commerce," said CMSgt. Alcide Patenaude, the senior enlistment advisor at Westover.

Airman Colby is a personnel specialist assigned to the Personnel Utilization Branch of the Consolidated Based Personnel Office at Westover. She is the daughter of Technical Sgt. and Mrs. Irving Colby of Southampton and has been assigned to Westover since March of 1986 but said she practically grew up on base.

Airman Colby will be presented with the Wing-level Personnel Specialist Award for her work and her ability to quickly grasp and understand complex issues which have made the personnel utilization section a model of efficiency and service, Chief Patenaude said.

Airman Colby is currently enrolled at Holyoke Community College and is



A1C Kristine Colby

pursuing a degree in business administration. In her civilian occupation she is employed by Westover as a military personnel clerk.

The Chicopee Chamber of Commerce will salute one member from each branch of the military at the Consolidated Open Mess in June. "The nomination is a great honor to me," said Airman Colby. "The reserve program is definitely paying off in all the ways I had hoped."

Chicopee mayor to name prime developer soon

Chicopee Mayor Joseph J. Chessey says he expects this month to name the prime developer for 190 acres of surplus Westover property.

The city's Westover Developer Selection Advisory Committee toured housing and industrial projects by firms hoping to win approval for the \$150-million project by Westover's main gate.

Selected by the committee from a field of 10, the three developers are Westview Development Associates of West Springfield, Partyka Resource Management of Chicopee and a joint proposal by Westover Metropolitan Development Corp. and Retirement Living Associates.

Meanwhile, Chicopee and Springfield are planning a joint high technology industrial park expected to provide 2,500 jobs with access to Westover via a new bridge over the Chicopee River.

With Westover AFB at the crossroads of Interstates 90 and 91, plus our wide two-mile runway providing a potential international link, this national asset is increasingly becoming a catalyst for the economic growth of this region.

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1,200 people in downtown Springfield, the president said he was unclear whether Soviet leaders had abandoned "ambitions" to control Afghanistan and threaten Pakistan, despite the recent Afghan settlement announced the day the White House announced President Reagan would visit Springfield.

One of the frequent VIP visitors to Westover, Secretary Shultz, who has a vacation home in the Berkshires, was in Moscow when the president made his comments on Soviet policy.

The day after President Reagan departed Westover, Soviet leader Mikhail S. Gorbachev met with Mr. Shultz for three hours and reportedly assailed the president for his criticism of Soviet foreign and human rights policy during the Springfield speech.

After the Soviet news agency Tass reported from Moscow that the president's Springfield speech could jeopardize improvements in U.S.-Soviet relations, Mr. Shultz said Tass may have been "overreacting" and the Soviet leader's comments were "overblown."

According to Tass, Mr. Gorbachev warned Mr. Shultz that reports of division within the Soviet leadership should not cause President Reagan to believe he could extract concessions from the Russians during his scheduled visit to Moscow in late May.

American reporters traveling with Secretary Shultz in Russia quoted him as saying Mr. Gorbachev's comments may have been "an overreaction to the Springfield speech."

While cabinet-level decision-makers



(USAF photo by TSgt. Sandi Michon)

PRESIDENTIAL WAVE — President Reagan waves to Westover crowd from the running board of a limousine prior to leaving the base for Springfield where he addressed the World Affairs Council.

were positioning the U.S. for the upcoming Moscow talks, Air Force Reserve members at Westover received word that C-5A Galaxies of the 439th Military Airlift Wing are not expected to be part of President Reagan's entourage to the Soviet Union.

When the president traveled to

Belgium in late February, a Galaxy and crews from Westover carried White House communications equipment and armored limousines to Brussels.

For the Springfield visit, advance teams and communications equipment, plus the wide-body limousines, were brought to Westover by C-141.

PATRIOT

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